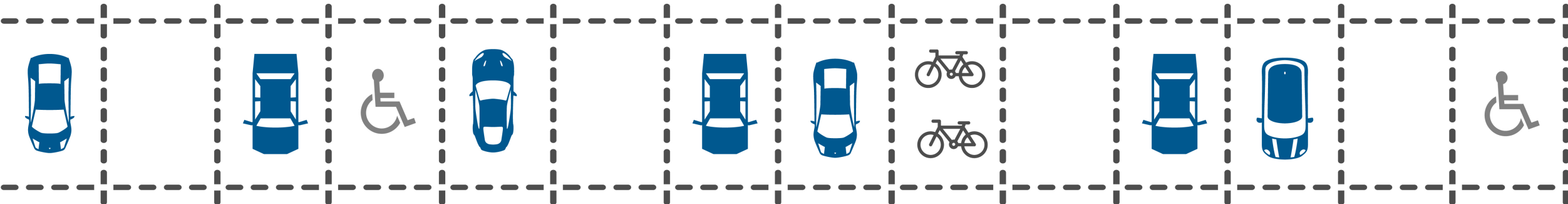


Welcome!

Zoning By-Law Review – Parking Requirements in New Development

Phase 2 Public and Stakeholder Consultation

September 17-18, 2024



Having issues with the audio?

Dial: **416-915-6530**

When prompted for a meeting number,
enter access code: **2632 881 9060**





This meeting is being recorded. If you require a copy of this recording, please contact City staff.

Please be aware that this meeting is being recorded and personal information, such as your opinions, statements and voice will become part of a public record. Under section 27 of the Municipal Freedom of Information and Protection of Privacy Act, records created for the general public do not restrict access and may be made available on the City Planning website. Your registration information will not be disclosed as part of the public record.

We want to hear from you!

There are several ways you can provide your feedback in the coming weeks:

- Visit www.toronto.ca/parkingreview to access our page with a video recording of the presentation and information about this project.
- Contact City staff directly to provide your comments or ask questions. Contact information is listed on our website and at the end of this presentation.



Land Acknowledgement

We acknowledge the land we are meeting on is the traditional territory of many nations including the Mississaugas of the Credit, the Anishnabeg, the Chippewa, the Haudenosaunee and the Wendat peoples and is now home to many diverse First Nations, Inuit and Métis peoples. We also acknowledge that Toronto is covered by Treaty 13 with the Mississaugas of the Credit.



Amendments to Zoning By-law 569-2013

Bicycle Parking





Agenda

1. Proposed Draft Changes
2. Utilization Data Collection
3. Residents Survey
4. Design Guidelines
5. Timeline

Since the public meetings in Nov 2023

We have consulted with:

- ✓ Residential Construction Council of Ontario (RESCON)
- ✓ Building Industry and Land Development Association (BILD)
- ✓ Association of Condominium Managers of Ontario (ACMO)
- ✓ Cycle Toronto
- ✓ Metrolinx and TTC
- ✓ TDSB and TCDSB
- ✓ City staff and Councillors

We have conducted:

- ✓ Site Visits
- ✓ Public survey
- ✓ Utilization data collection
- ✓ Residents survey



Proposed draft changes to Zoning By-law

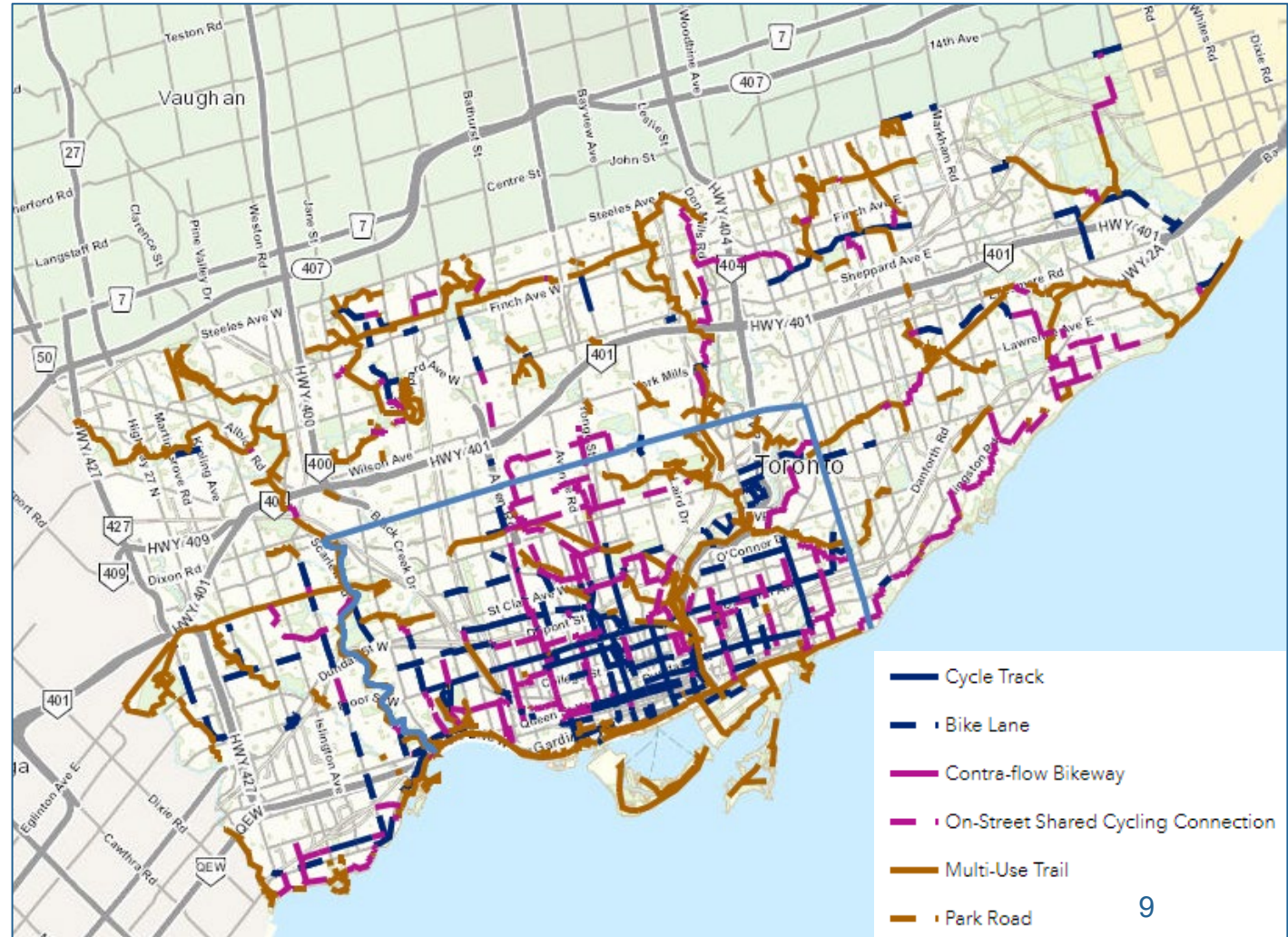
Definitions in Toronto

Bicycle Parking Spaces

- **Long-term:** for use by the occupants or tenants of a building
- **Short-term:** for use by visitors to a building

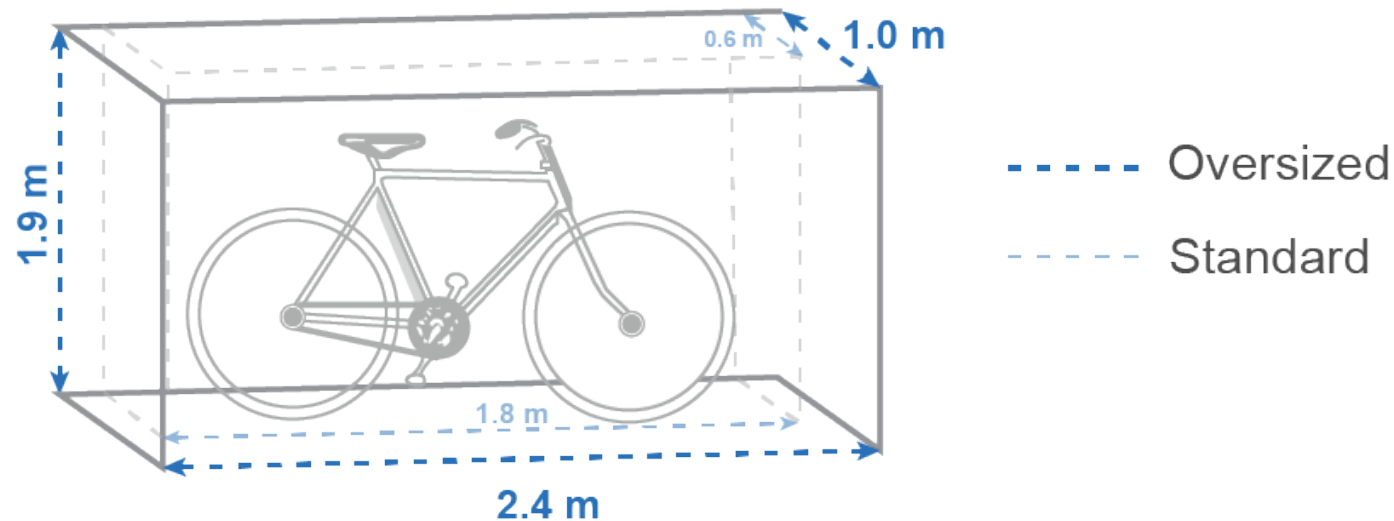
Bicycle Zones

- **Zone 1:** Humber River on the west, Lawrence Avenue on the north, Victoria Park Avenue on the east, Lake Ontario on the south
- **Zone 2:** the rest of the City



#1 – Oversized Bicycle Parking Space

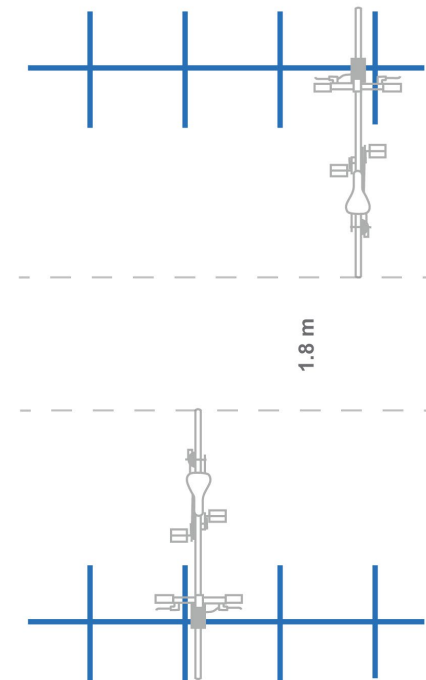
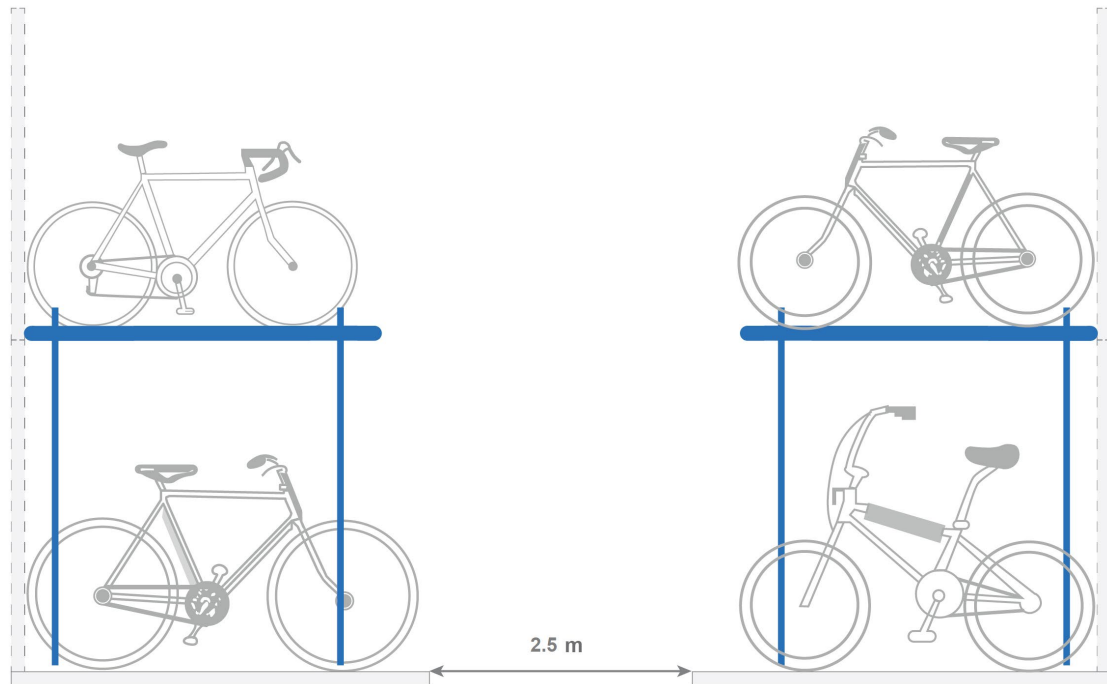
At least 5% of the required “long-term” bicycle parking spaces must be **oversized bicycle parking spaces** and must not be stacked or vertical.



#2 – Aisle Width

A minimum horizontal clearance from the rear or front of a bicycle parking space:

- (A) 2.5 metres if it's a stacked or oversized bicycle parking space
- (B) 1.8 metres in all other cases



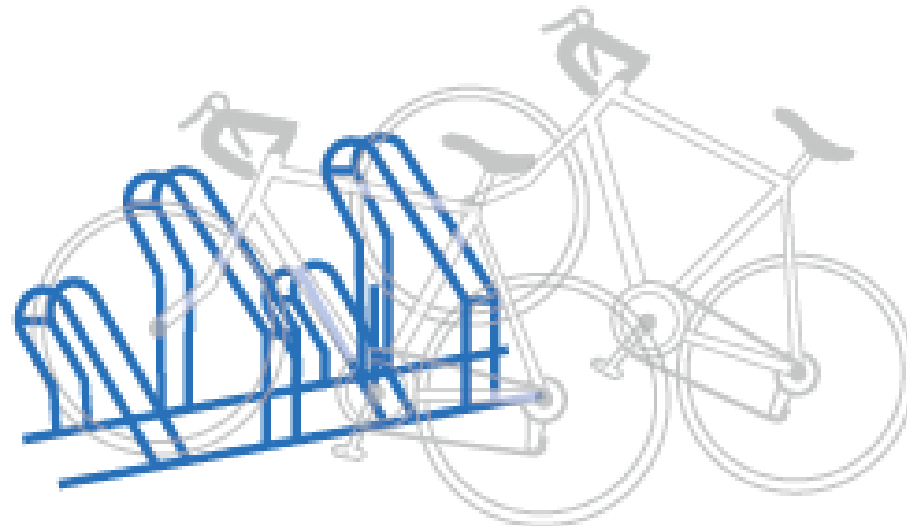
#3 – Shower and Change Facility

Number of long-term bicycle parking spaces	Current	New Requirement	
	All uses	Education, Schools, Hospital	Other uses, except dwelling units or transit stations
1-4	0	1	0
5-60	2		1
61-120	4	2	2
121-180	6	3	3
181 or more	8	4	4

#4 – Staggered Bicycle Parking Width

Current requirement: the minimum width of a horizontal (regular) bicycle parking space is 0.6 metres.

New: If staggered bicycle parking spaces are used, the minimum width may be reduced to 0.4 metres.

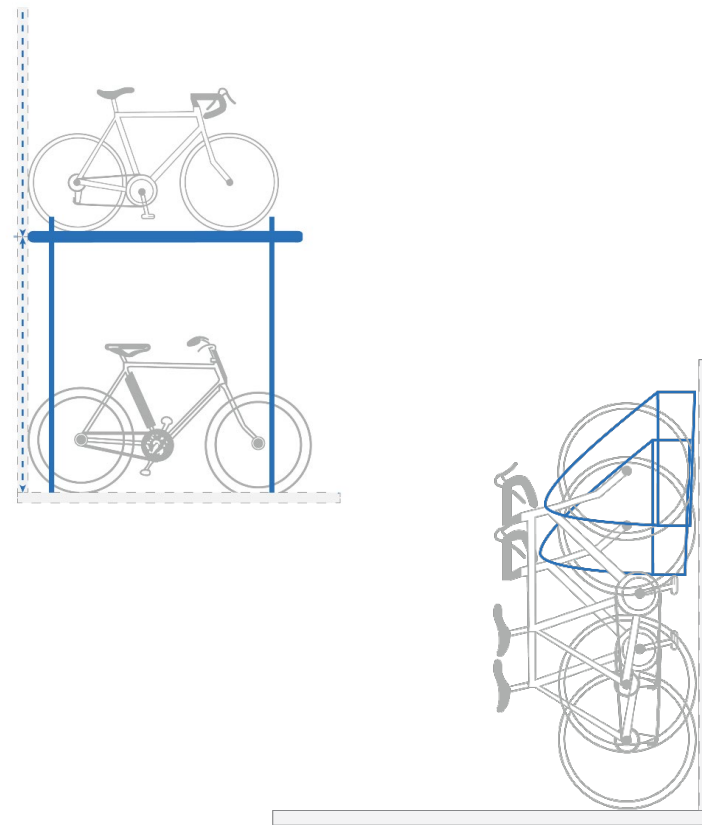


#5 – Restricting Stacked & Vertical

If a building has 8 or more long-term bicycle parking spaces, at least 40% of them must be provided on the floor level and comply with the minimum dimensions of a horizontal (regular) bicycle parking space.

For reference:

- Horizontal: 1.8m x 0.6m x **1.9m**
- Stacked: 1.8m x 0.6m x **1.2m**



#6 – Access & Path of Travel

A building with indoor bicycle parking spaces should have a passageway providing bicycle access between streets and indoor bicycle parking areas, in compliance with the following:

- a) the passageway is:
 - i. direct and unobstructed, excluding gates, moveable barriers or similar security features; and
 - ii. clearly identified and marked if located in a driveway; and
 - iii. not located in soft landscaping; and
 - iv. permitted to include ramps, bicycle elevators or other platform equipped bicycle elevating devices to overcome a difference in level;
- b) the passageway must have:
 - i. a minimum width of 1.8 metres along its entire length; and
 - ii. a maximum slope of 7% at any point.

#7 – Transit Stations

Bicycle parking spaces must be provided at a heavy rail transit station, in compliance with the following:

Bicycle Parking Spaces	Interchange or Terminal Station	All Other Cases
Short-term (e.g., day use only)	48	24
Long-term (e.g., reserved)	64	0

Bicycle maintenance facilities must be provided on the same lot.

#8 – PILOBP Expansion

The Payment-in-Lieu of Bicycle Parking (PILOBP) Program will be expanded so that all bicycle parking space requirements for dwelling units will be eligible for this program.

Eligibility	Short-term Bicycle Parking		Long-term Bicycle Parking	
	Bicycle Zone 1	Bicycle Zone 2	Bicycle Zone 1	Bicycle Zone 2
Current	Yes	No	No	No
New	Yes	Yes	Yes	Yes

Reduce up to 50% of the requirement at the following rates (in 2024 dollar):

(A) \$538 per short-term bicycle parking space

(B) \$1076 per long-term bicycle parking space

#9 – Uses with Vehicle Parking Rates

If 5 or more **vehicle** parking spaces are provided for a lot, there must also be **bicycle** parking spaces provided at the minimum rates below*:

(A) Bicycle Zone 1: 15% of the permitted vehicle parking spaces

(B) Bicycle Zone 2: 10% of the permitted vehicle parking spaces

*rounded up to the nearest whole number

#10 – Adjust Bicycle Parking rates

		Short-term Bicycle Parking Rates*		Long-term Bicycle Parking Rates*	
Use	Requirement	Bicycle Zone 1	Bicycle Zone 2	Bicycle Zone 1	Bicycle Zone 2
Education Use, Private School, Public School	Current	3 + 0.1	3 + 0.06	0.1	0.06
	New	0.8	0.5	Same as above	Same as above
Office	Current	3 + 0.2	3 + 0.15	0.2	0.13
	New	0.2	0.15	0.4	0.2
Medical Office	Current	3 + 0.15	3 + 0.1	0.15	0.1
	New	0.15	0.1	0.3	0.15

*number of bicycle parking spaces for each 100 square metres of interior floor area

#11 – New Bicycle Parking rates

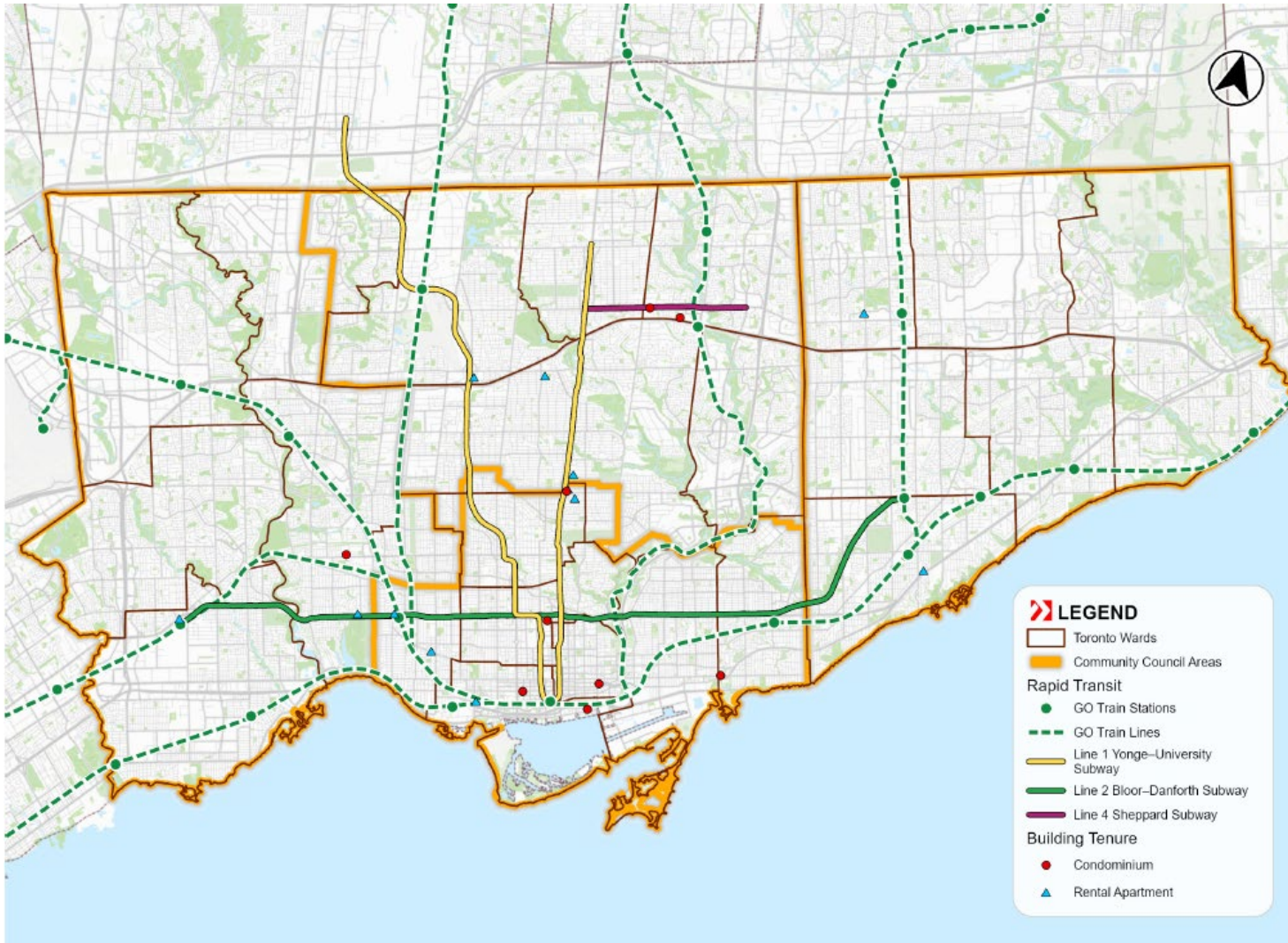
Use	Short-term Bicycle Parking Rates*		Long-term Bicycle Parking Rates*	
	Bicycle Zone 1	Bicycle Zone 2	Bicycle Zone 1	Bicycle Zone 2
Residential Care Home, Retirement Home, Nursing Home (>10 persons living, exclusive of staff)	0.1	0.05	0.2	0.1
Student Residence	0.05	0.02	0.5	0.25

*number of bicycle parking spaces for each 100 square metres of interior floor area



Bicycle Parking Utilization Data Collection

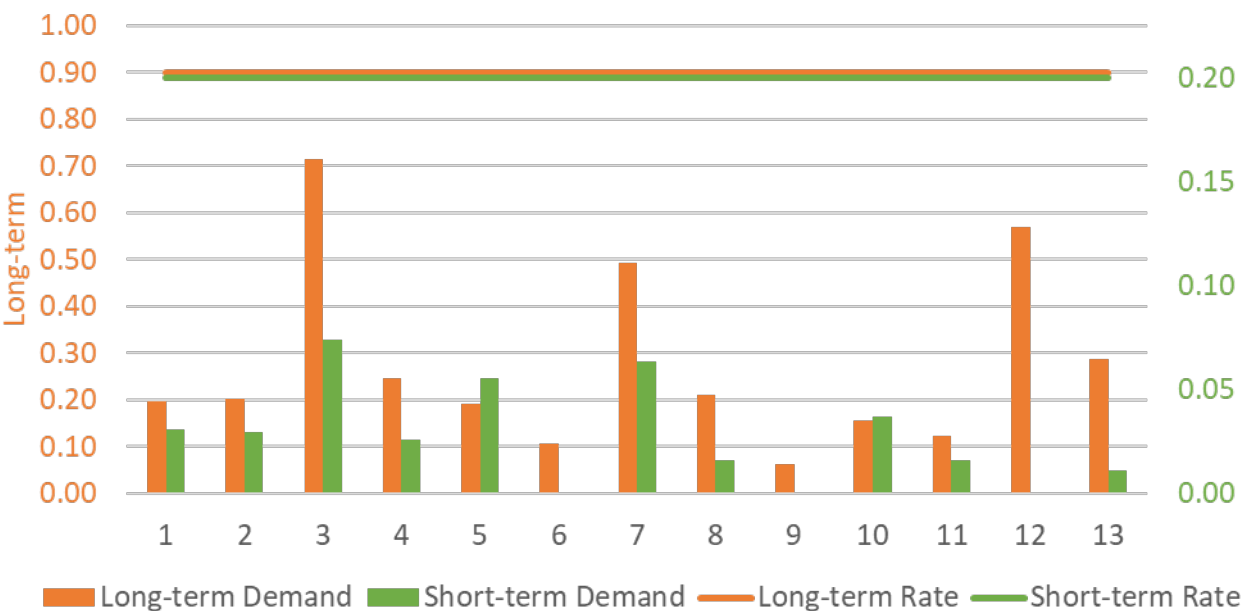
Bicycle Parking Utilization Data



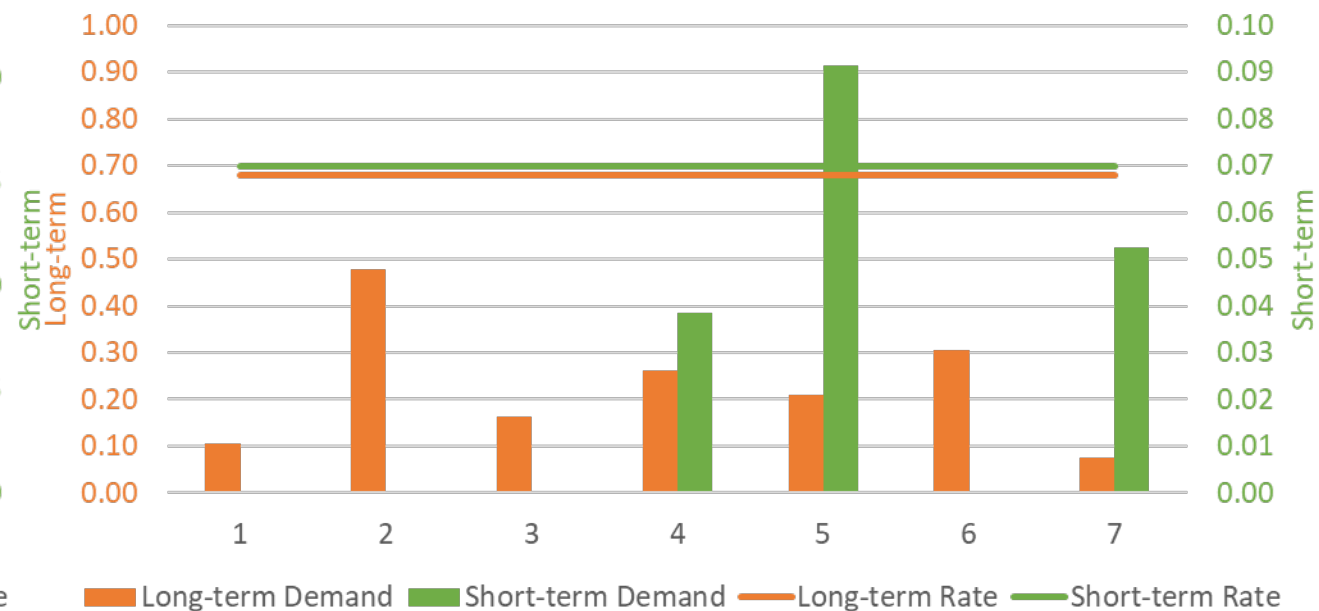
- 20 apartment or mixed-use buildings
- Field data collected on weekdays
- Two site visits for each building on the same day
 - Working hours (10AM-3PM)
 - Night (11PM-5AM)

Demand vs. Supply

Bicycle Zone 1 (space per dwelling unit)

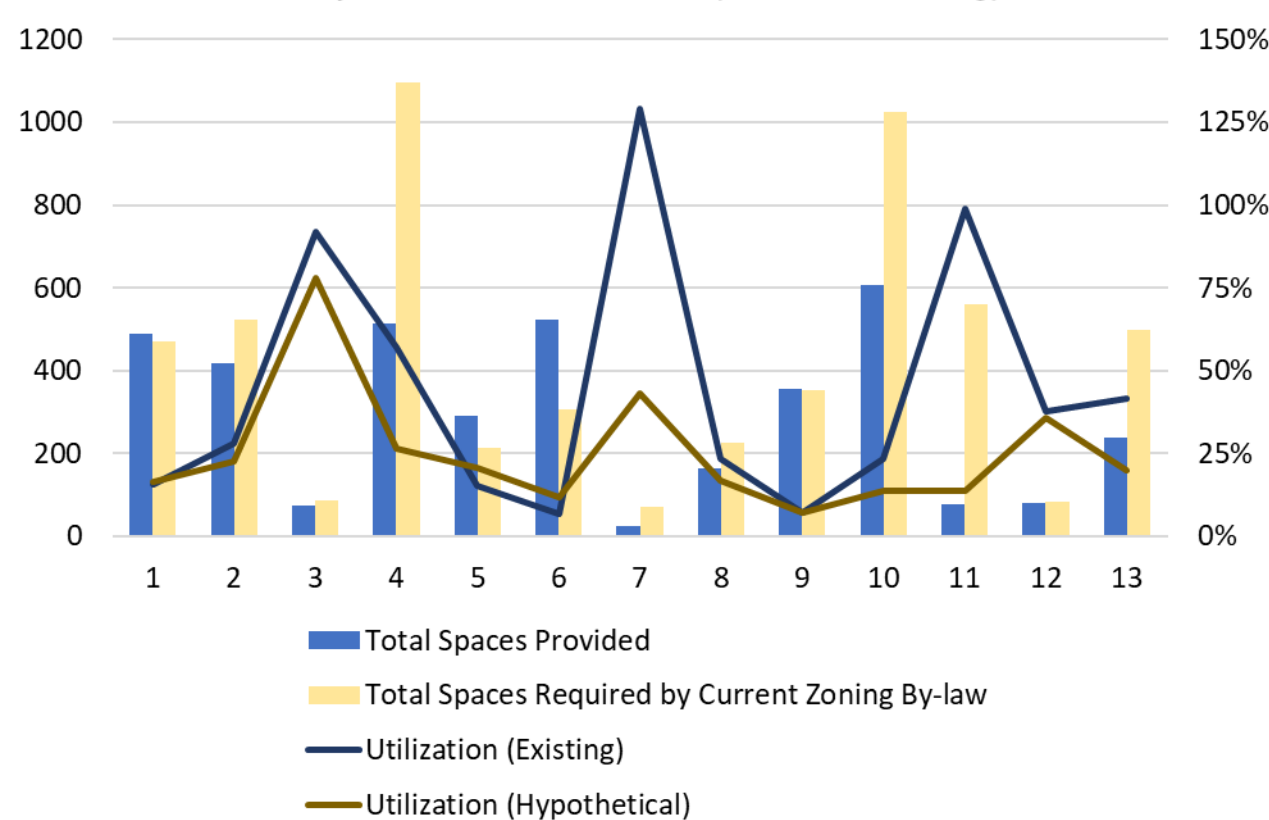


Bicycle Zone 2 (space per dwelling unit)

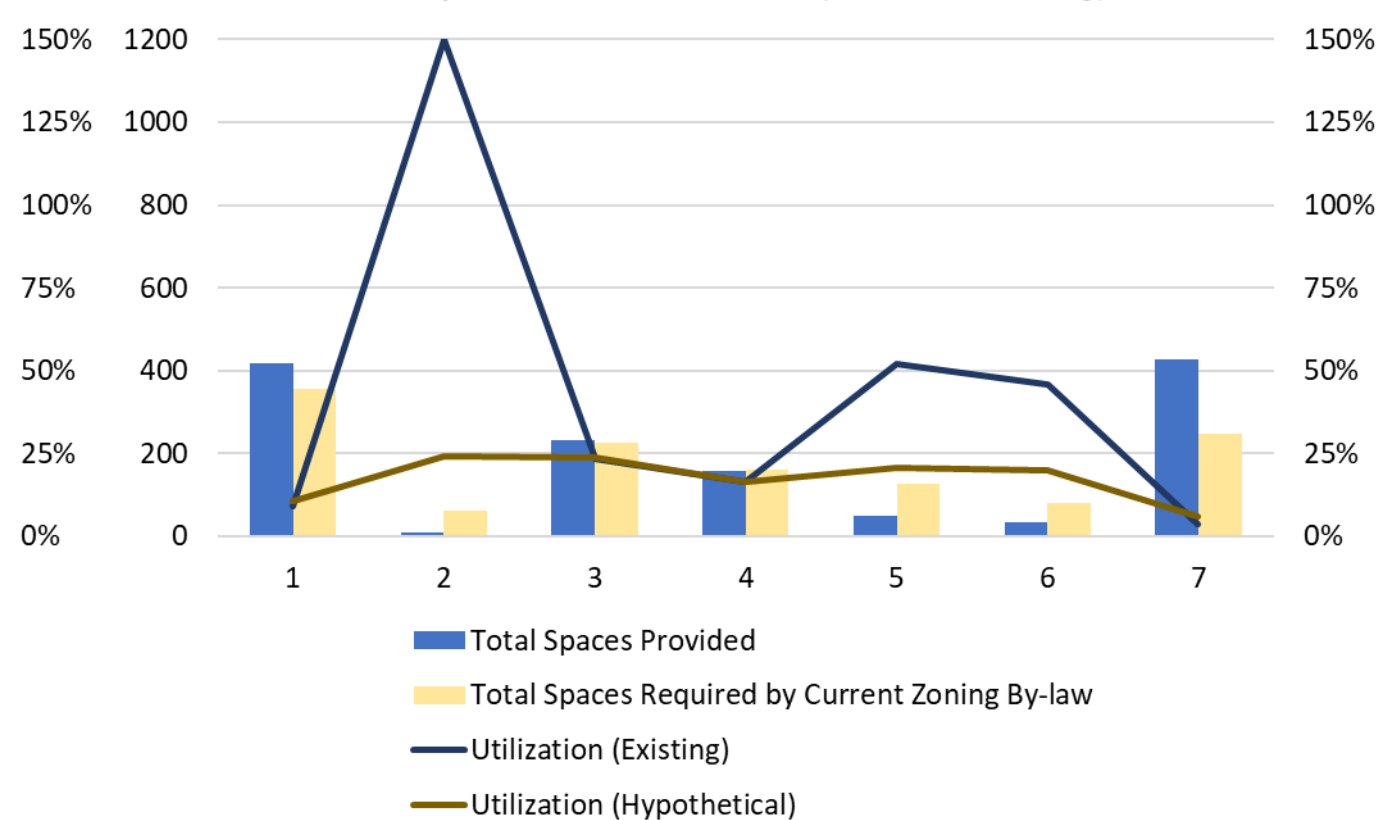


Long-term Bicycle Parking (Total Usage)

Bicycle Zone 1 - Utilization (Resident Parking)

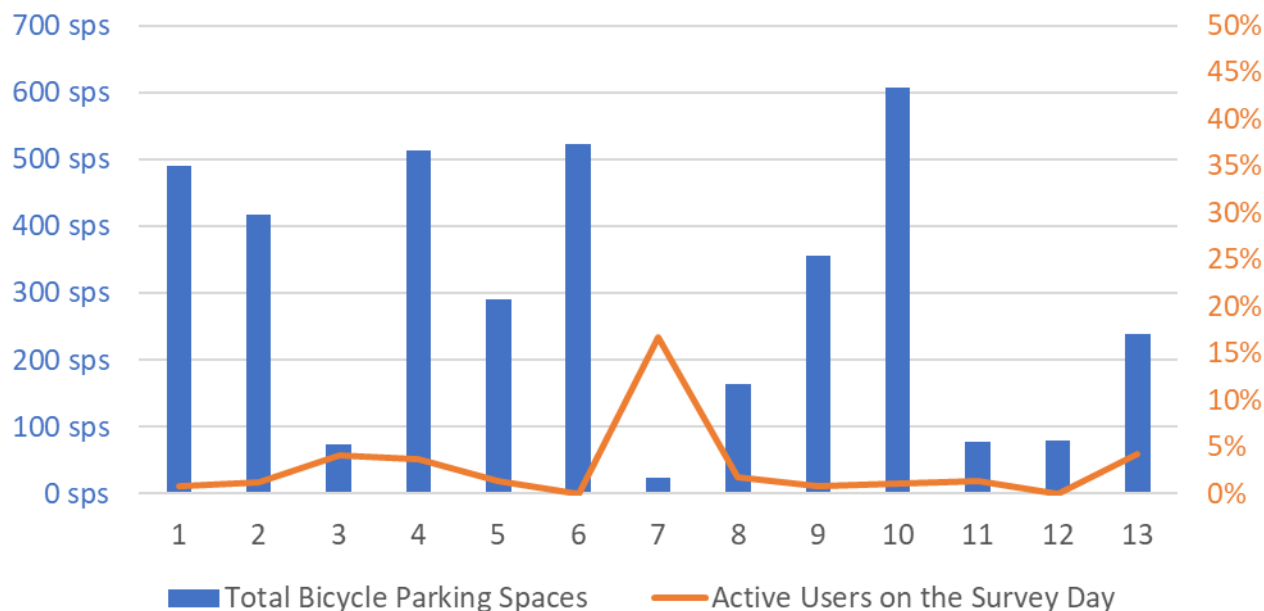


Bicycle Zone 2 - Utilization (Resident Parking)

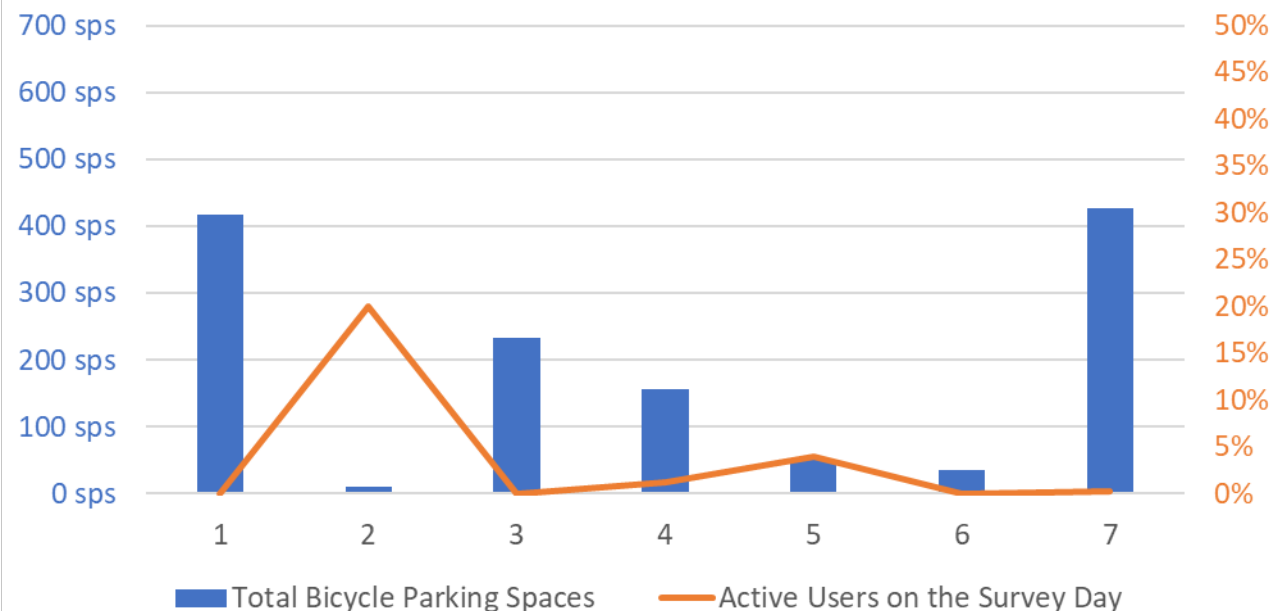


Long-term Parking (Active Usage)

Bicycle Zone 1 - Active Usage (Resident Parking)

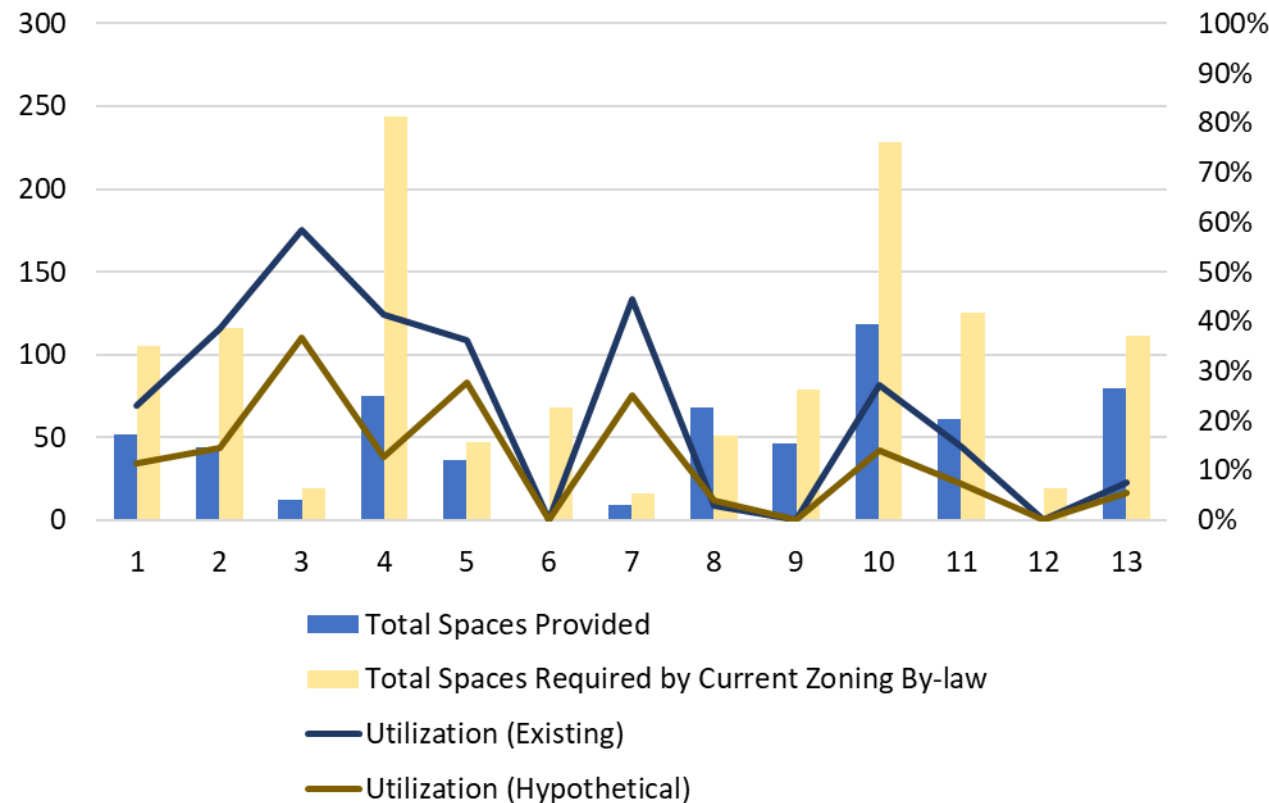


Bicycle Zone 2 - Active Usage (Resident Parking)

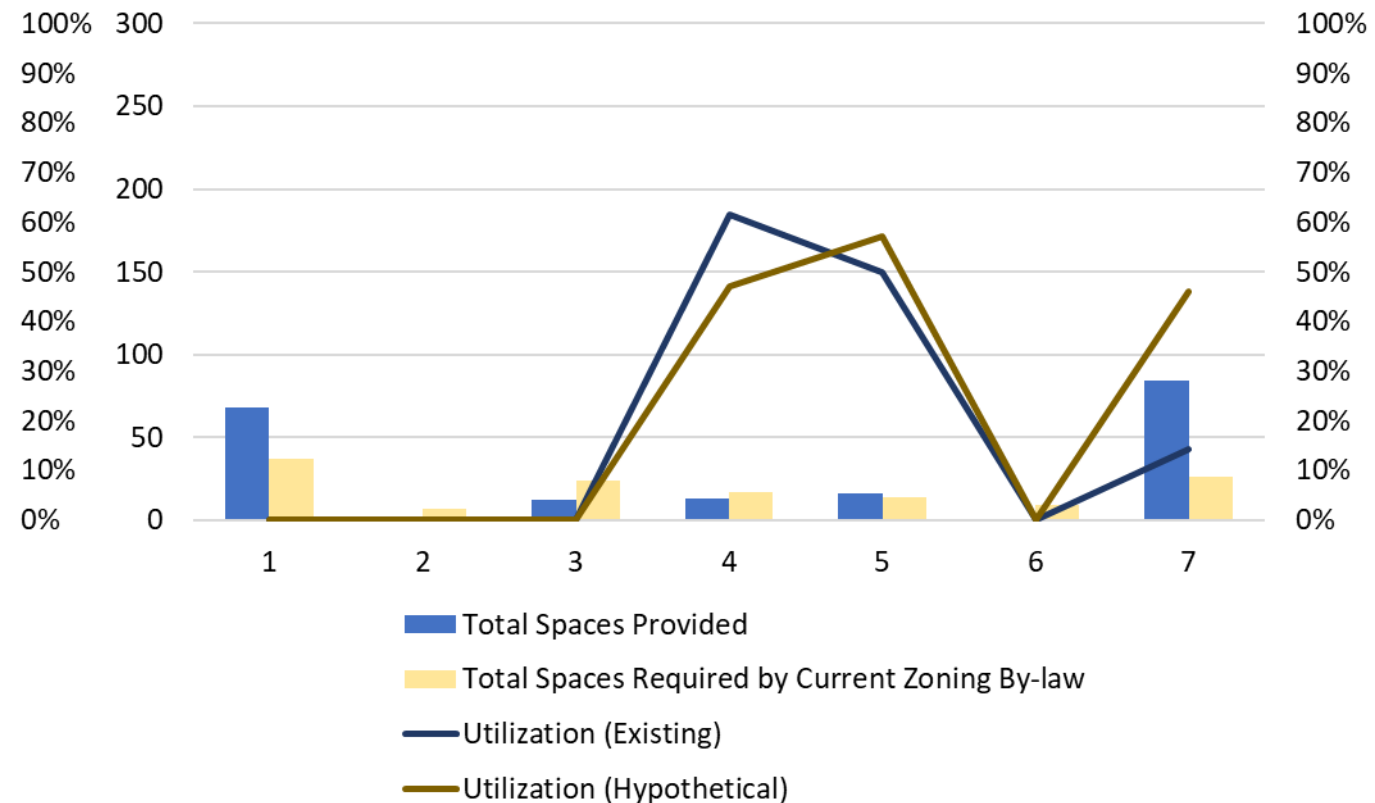


Short-term Bicycle Parking (Total Usage)

Bicycle Zone 1 - Utilization (Visitor Parking)

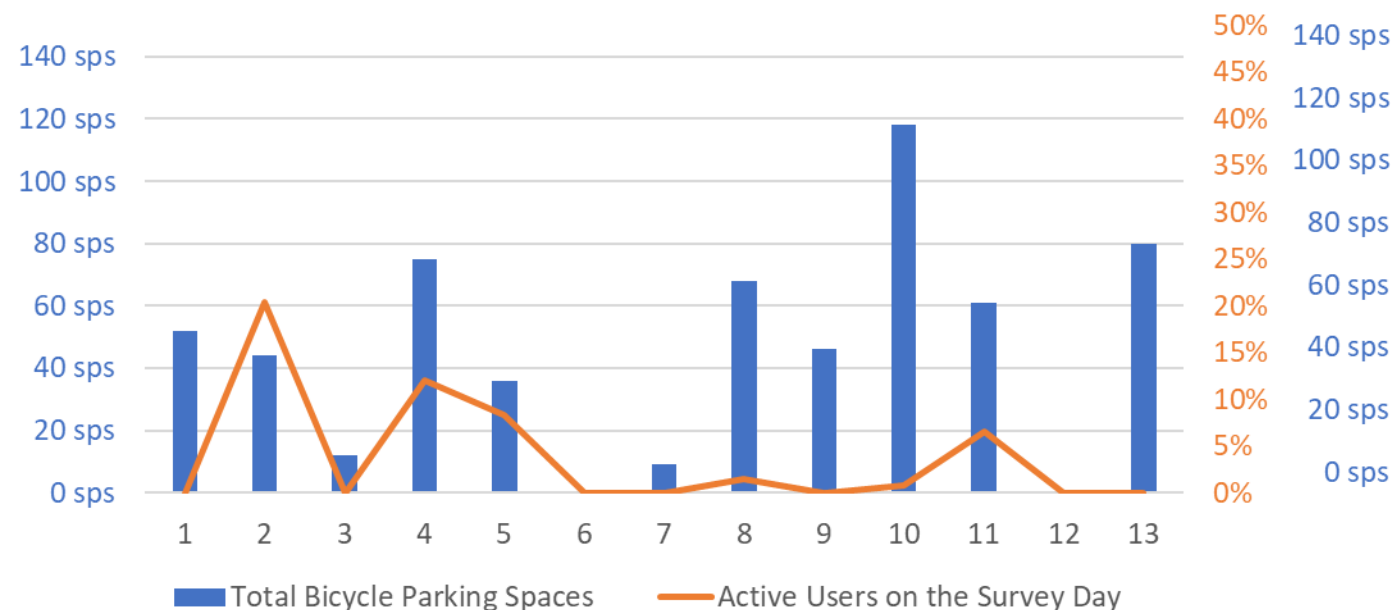


Bicycle Zone 2 - Utilization (Visitor Parking)

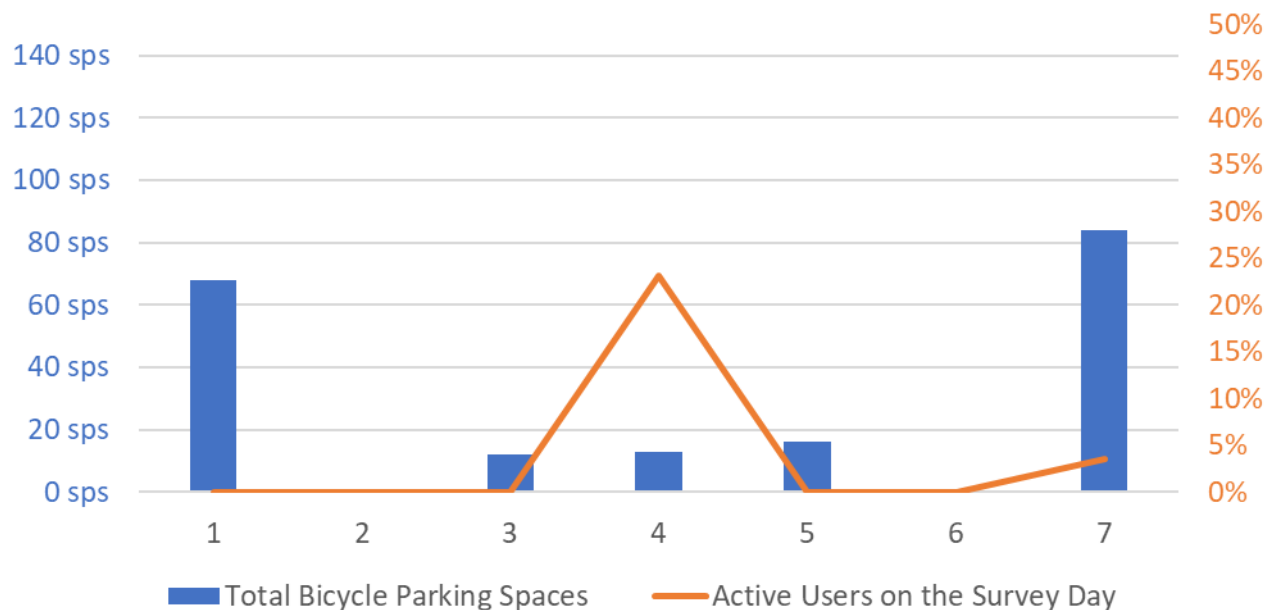


Short-term Parking (Active Usage)

Bicycle Zone 1 - Active Usage (Visitor Parking)



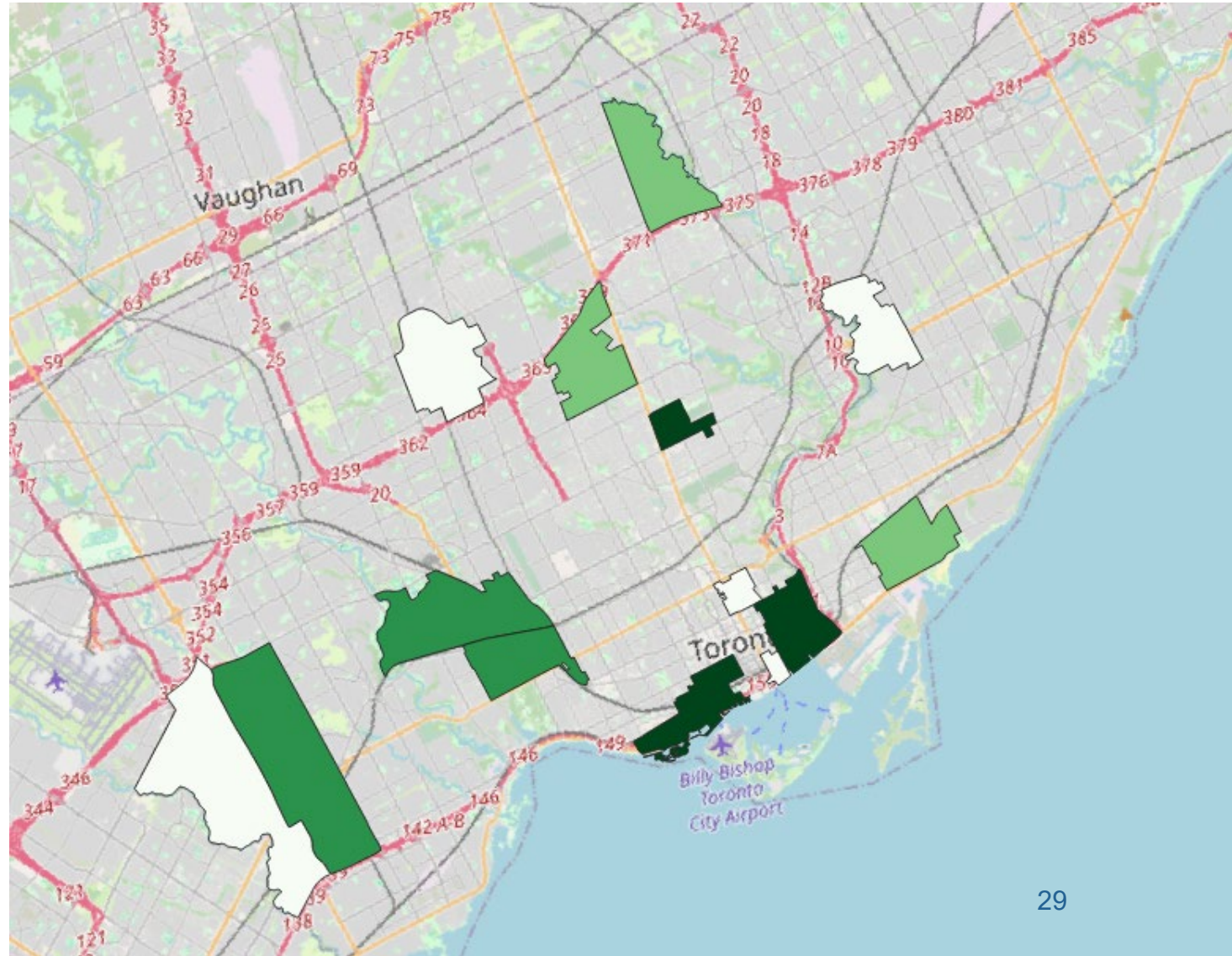
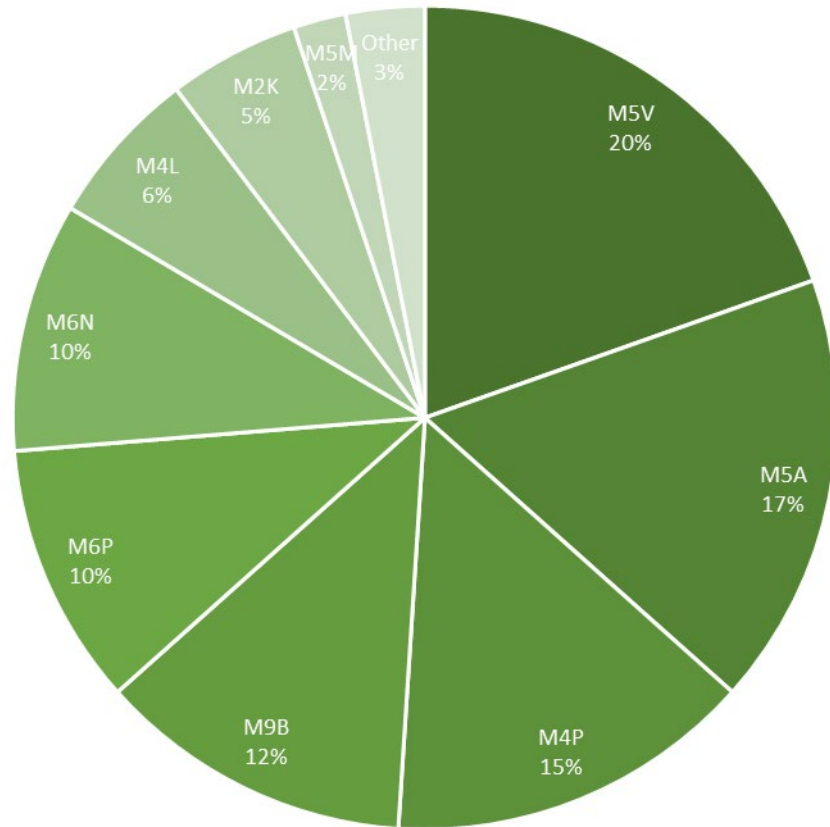
Bicycle Zone 2 - Active Usage (Visitor Parking)





Residents Survey

195 Respondents



Characteristics

Household Size

- 1 person: 30%
- 2 persons: 47%
- 3+ persons: 23%

Car Ownership

- No car: 52%
- 1 cars: 39%
- 2+ cars: 9%

Bike Ownership

- No bike: 43%
- 1 bike: 30%
- 2+ bikes: 27%

Using Personal Bike

- Frequent: 36%
- Moderate: 20%
- Occasional: 9%
- Not in last year: 35%

Using Bike Share

- Frequent: 21%
- Moderate: 12%
- Occasional: 10%
- Not in last year: 57%

Concerns

Those who don't own a bike:

- Fear of bike theft
- Lack of safe cycling infrastructure
- Prefer Bike Share
- Lack of bike parking
- Prefer other modes of transport

Those who own a bike:

- Fear of bike theft
- Lack of bike parking
- Inconvenient path from entrance or unit to indoor bike parking area
- Hard to use vertical/stacked racks
- Handlebar conflicts
- Cost
- Interaction with vehicle parking
- Limited room for maneuvering bikes

Other Suggestions

- More ground-level bicycle parking (closer to street level or building entrances)
- Keep the parking area clean
- Reduce vertical racks (damage fenders, hard to lock)
- Lower cost for residents
- More security features (cameras, code locks)



Design Guidelines

Background

- Published in May **2008**
- Design and management of **high-quality** bicycle parking facilities
- Encourage **people of all ages, abilities and means to bicycle** for everyday transportation, recreation and commercial activity



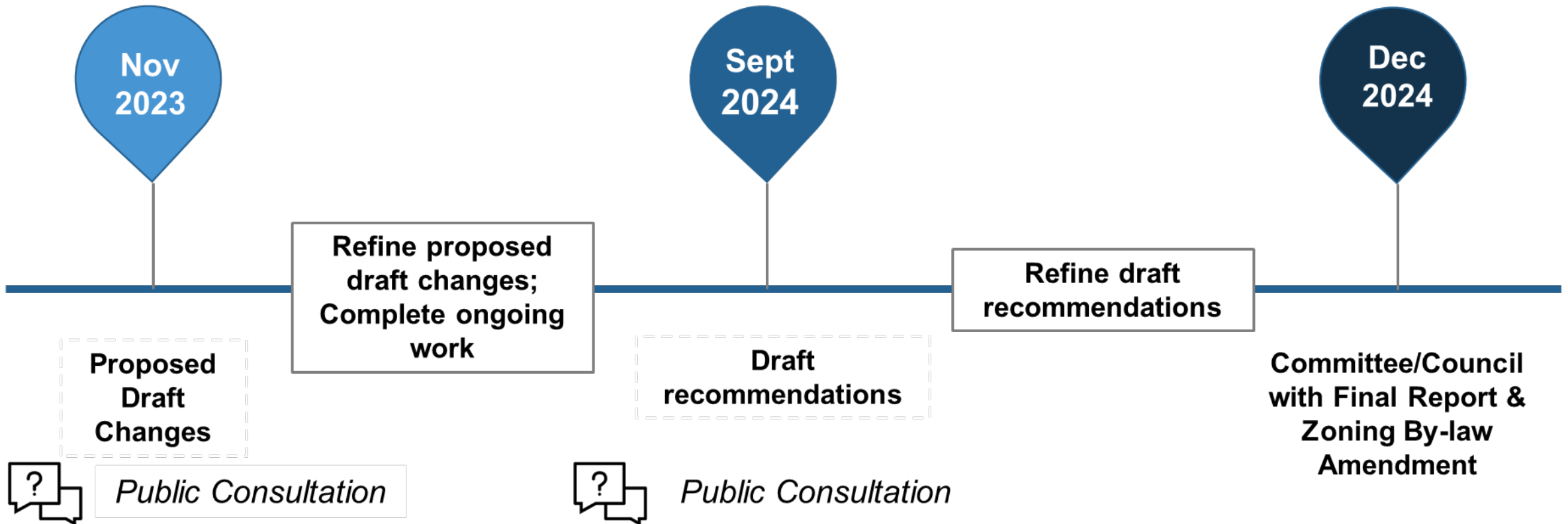
Substantial changes

- Recommendations for the design and management of bicycle parking facilities
 - On private properties
 - In the public right-of-way
 - At transit stations
 - Retrofitting
- Examples:
 - Security system for controlled access
 - Special rack design for cargo bikes
 - Automatic door openers and door swing angle
 - Pros and cons of different bicycle lockers and cages
- Summary of the existing City's policies regarding bicycle parking



Timeline

Timeline



Q&A



Q&A

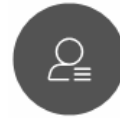


You can ask a question of the panelists verbally or in writing:



Verbally:

1. Open “**Participants**” pop-up screen.
2. Click the **Raised Hand icon** in the bottom right hand corner.
3. When it is your turn, the facilitator will call your name, un-mute you and invite you to ask your question. Afterward, click again to **lower your hand**.



*Note: If calling in, dial ***3 to raise/lower your hand**.*



In Writing:

1. Click on the **circle with the dots** and select the **Q&A** pop-up screen.
2. Type in your question. Be sure to address it to “**All Panelists**” by clicking the drop-down menu on the top.
3. When it is time for your question, the facilitator will read it out loud.



Q&A Guidelines



- We will call on one voice/question at a time.
- Please be brief and limit yourself to one question or comment at once so others can speak, too. There will be other opportunities to engage.
- After we answer each written question, it will be made visible to all attendees in the Q&A box. We will group similar questions to avoid duplication.
- Be respectful. The City of Toronto is an inclusive public organization. Racist or other forms of discriminatory, prejudicial, or hateful comments and questions will not be tolerated.

Further Questions and Comments?

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Thank you!

Sign up for our email list:
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